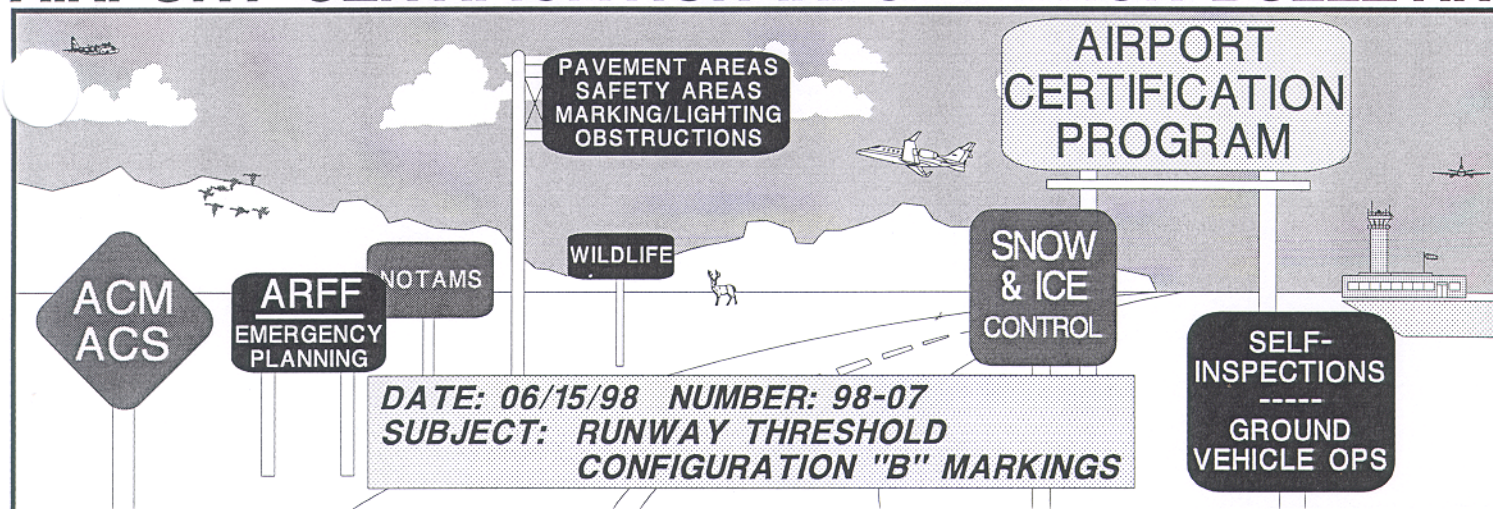
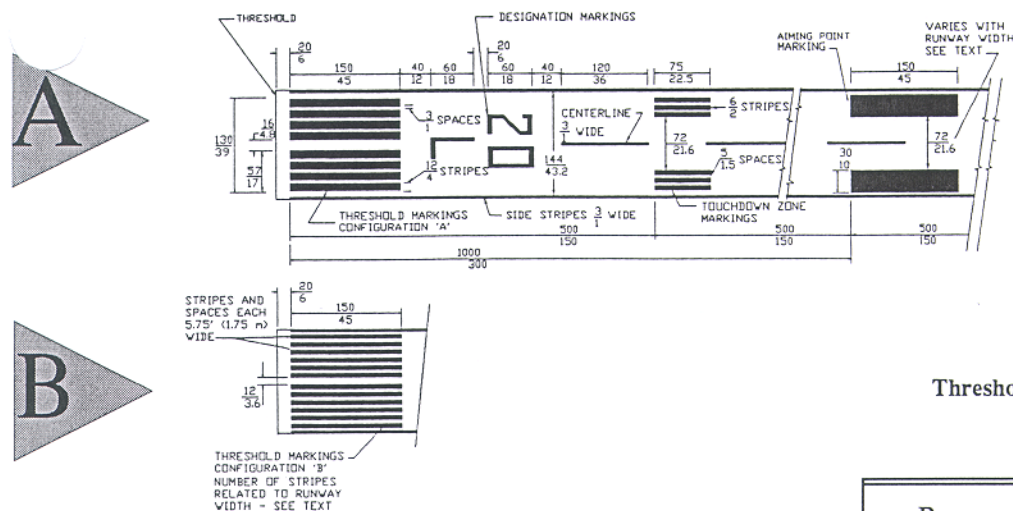


AIRPORT CERTIFICATION INFORMATION BULLETIN



Airport operators should be aware that all runway threshold markings must meet Configuration "B" per Advisory Circular 150/5340-1G, "Standards for Airport Markings", by January 1, 2008. Although configuration "A" is acceptable until 2008, airport operators should be transitioning to Configuration "B" to avoid future costs of obliterating markings to meet the 2008 compliance date. When planning runway construction or reconstruction, please make sure you and your consultants are including the new Configuration "B" with both current and future runway rehabilitation projects.

The figure below depicts both Configuration "A" and Configuration "B". See the attached Signs and Marking Supplement #14 for further clarification.



Threshold Stripes Required for Configuration B

Runway width	Number of stripes
60 feet (18 m)	4
75 feet (23 m)	6
100 feet (30 m)	8
150 feet (45 m)	12
200 feet (60 m)	16

NOTE: To preclude the runway threshold markings from touching the runway side stripes, the runway side stripes have a minimum width of 36 inches for runways 100 feet or wider and at least 18 inches for other runways. The stripes extend to the end of placed threshold areas which are used for takeoffs and rollouts.

SIGNS AND MARKING SUPPLEMENT # 14

MAY 19, 1998

95. The threshold markings characteristics described under Paragraph 8.d(2) Configuration B of AC 150/5340-1G, Standards for Airport Markings, will be the only threshold markings acceptable to the FAA after January 1, 2008. What should airport owners, airport planners and consulting engineers be doing now?

Federal Aviation Administration Advisory Circular (AC) 150/5340-1G, Standards for Airport Markings, contains standards for markings used on airport runways, taxiways, and aprons. Paragraph 8 of this AC, Runway Threshold Marking, provides standards for two different configurations of threshold markings. Configuration A represents a layout that has been traditionally used in the U. S., while Configuration B represents a layout that conforms with the International Civil Aviation Organization standards contained in Annex 14. Either configuration is currently acceptable. However, only Configuration B will be acceptable after January 1, 2008.

We realize that 2008 seems a long way off. However, the basis for allowing such a long compliance period was the premise that during this period most runways would be overlayed or reconstructed. Installation of the new threshold marking configuration in conjunction with a runway paving project would minimize the number of situations where markings would have to be removed or obliterated in order to install the new threshold configuration by 2008.

Unfortunately, Configuration A markings have recently been installed as part of a number of runway projects. This means that in ten years the airport operator is going to incur costs to obliterate these markings and replace them with Configuration B. Airport operators should be transitioning now to the Configuration B threshold markings whenever they are involved with a runway paving or reconstruction project.

96. The runway threshold markings required under Configuration B of AC 150/5340-1G, Standards for Airport Markings, for a 75 feet (23 m) wide precision instrument runway will be touching the runway side stripe marking. What should be the width of the runway side stripe marking to prevent this situation?

In order to comply with ICAO standards all runway threshold markings will be in accordance with Configuration B by January 1, 2008. To preclude the runway threshold markings from touching the runway side stripe, the width of the runway side stripe will be changed by the above date to be consistent with ICAO

standards or as soon as an airport implements Configuration B. Paragraph 11.d. of AC 150/5340-1G, Standards for Airport Markings, is being changed as follows:

"11.d. Characteristics. The stripes have a minimum width of 36 inches (90 cm) for runways 100 feet (30 m) or wider and at least 18 inches (45 cm) for other runways. The stripes extend to the end of displaced threshold areas which are used for takeoffs or rollouts."